

# SR 522 Widening – SR 9 to Monroe

The Washington State Department of Transportation (WSDOT) is committed to widening SR 522 in an efficient, safe and environmentally responsible way, from SR 9 to US 2 in Monroe.

## Why is WSDOT widening SR 522 to a four-lane divided highway from SR 9 to US 2?

There is severe congestion on SR 522. Widening the highway to add lanes will increase the number of people who can travel on SR 522.

## The end result

The widening will double the capacity of SR 522. Extending the on and off-ramps at SR 9 will provide better conditions to enter the highway, reducing the possibility of collisions.

## What are the project timelines?

There are many parts to this project, some are funded, some are not, and all have different completion dates.

- The first part of the project, which widened a little over 3.5 miles from SR 9 to Paradise Lake Road, was completed this summer.
- The next part of the project will widen SR 522 to a four-lane divided highway from just east of Paradise Lake Road to the Snohomish River Bridge. This project will include constructing the new lanes, reconfiguring the Fales/Echo Lake Road traffic signal, adding a westbound "slow moving vehicle" lane, stormwater drainage and detention facilities, installing guardrails and traffic barriers, and new signs and lighting. Funding has been approved by the Legislature for this project and is scheduled for completion in the Fall of 2004.
- The third part of the project is to construct an interchange at Paradise Lake Road and Maltby Road. Funding is not yet approved. Tentative construction completion date is Fall 2004.



- The fourth part of the project is to construct a new interchange at Fales Road/Echo Lake Road. The design could feature a new bridge over 522 with new on and off ramps. Project is not fully funded. Tentative construction completion is Fall 2004
- The final part of the project is to construct a new parallel bridge across the Snohomish River and widen it to a four-lane divided highway from the river to US 2 in Monroe. Funding is not available at this time.

## What is being done to protect the environment?

The project was designed to meet the Department of Ecology and the Washington Department of Fish and Wildlife regulations to protect water quality and prevent erosion. WSDOT will replace culverts for better fish passage, create new wetlands for those impacted by the project and build retaining walls to preserve existing vegetation and stabilize hill slopes. Area water quality will be improved with the construction of detention ponds, which collect and filter dirty rain water from the highway before it is released slowly into the area waterways. These ponds also reduce the potential for flooding in area creeks. A wildlife crossing will be analyzed for inclusion in this project.

Better air quality will be achieved as a result of the increase in average travel speeds and reduced delays at new intersections.

## Increasing safety is one of our top priorities

Creating a four-lane divided highway will reduce the possibility of head-on collisions. Improved intersections will reduce the potential for rear-end collisions. A planned new overpass at Fales Road and Echo Lake Road will reduce the possibilities of collisions at that intersection. Improved guardrails, slopes, signs, lighting, striping, drainage and the addition of slow moving vehicle lanes will also help improve the safety of the highway. Sidewalks and bike lanes will provide for safer pedestrian and bicycle travel along Paradise Lake Road.

## Government-to-government tribal consultative process

This process is not applicable because the project does not impact tribal lands.

## Financial Information

This project is funded for the design, right of way acquisition and construction for different stages of this project. The current overall project cost is estimated at \$145.9 million. The

legislature appropriated \$14.8 million for 01-03 to continue the design and right of way efforts for the Paradise Lake Road interchange, Fales/Echo Lake Road interchange and the widening from Paradise Lake Road to the Snohomish River Bridge. This also includes the construction for the Fales/Echo Lake Road interchange and to complete the construction of the first widening project from SR 9 to Paradise Lake Road. This project is currently on an accelerated design schedule. To support that accelerated schedule, WSDOT will need \$4.5 million in addition to the 2001 Legislature's appropriation of \$14.8 million. This \$4.5 million is being requested by WSDOT in the 2002 supplemental budget request. This is not a project cost increase - it is the amount of funding necessary to begin construction on two projects that will be ready to go in early 2003 based on the current accelerated schedule. If the \$4.5 million is appropriated in 2002, there will be an additional requirement of \$45.3 million in 03-05, to complete the widening up to the Snohomish River bridge and build the two new interchanges. Additional revenue will then be needed beyond this to widen from the Snohomish River bridge to Monroe as indicated below.

## Prior Expenditures

	Prior Expenditures	Remaining Costs	Total
*State and Federal Funds	\$20,177,000	\$32,347,000	\$52,524,000
Funded Subtotal	\$20,177,000	\$32,347,000	\$52,524,000
Unfunded Amount*		\$93,377,000	\$93,377,000
Total Cost	\$20,177,000	\$125,724,000	\$145,901,000

\*Financial data is current as of 9/1/01.

## How can I get more information about this project?

For more information about the design of this project, contact Jeff W. Lundstrom, Design Project Engineer at 206.440.4272 or e-mail him at [LundstJ@wsdot.wa.gov](mailto:LundstJ@wsdot.wa.gov).